

COMMERCIAL.

SATURDAY, APRIL 7, 1866.

The Collector General published in the last Gazette the leading exports for the first three months of the current year, compared with the previous year, as follows:

	1865.	1866.
Sugar, lbs.,.....	877,239	2,245,611
Molasses, gallons.....	14,000	1,250
Rum, lbs.,.....	62,585	—
Coffee, lbs.,.....	56,723	44,935
Tea, lbs.,.....	1,000	1,000
Fruit, lbs.,.....	47,780	71,133
Bananas, bushels.....	666	204
Cotton, lbs.,.....	10,124	3,247
Tea, lbs.,.....	38,758	24,439
Tallow, lbs.,.....	4,000	—
Pork, lbs.,.....	5,000	5,000
Wool, lbs.,.....	8,415	—
Whale oil, gallons.....	19,225	—
Sperm, gallons.....	486	—
Total value exports.....	\$362,257.61	\$280,992.63
In nearly every item an increase is shown. That of sugar would have been much larger had the exports of the <i>Ajaz</i> and <i>Bering</i> , which were taken to the islands, been included. These vessels took 1,234,345 lbs. of sugar and 270 lbs. of tobacco, leaving 469,799 lbs., making together 1,614,104 lbs., which added to the above make about five and a half million of pounds for the first quarter, an increase of about fifty percent over the previous year's figures. Our estimate, made in January, of over twenty millions of pounds for 1866, will probably be fully sustained.		

The *Ajaz* sailed on Wednesday, with the heaviest and most valuable cargo that ever left this port for San Francisco. It embarks in part 1,234,345 lbs. of sugar, 6,225 gallons of molasses, 650 gallons of oil, 3,052 pounds of palm, 8,000 pounds of rice, 618 pounds of bananas, and 270 sticks of sugar canes. The two latter articles when taken over in good order, are said to pay well.

The total value of her cargo was \$21,157. Her officers and all interested in her now appear to have been won over to the idea of a steamship for the islands, more than could have been expected. It is a matter of regret that some doubt exists about her returning immediately. No new steam enterprise has ever met with a more auspicious beginning so far as freight and passengers are concerned than that of the *Ajaz*, and if it is interrupted by a temporary withdrawal, she will have to begin all over again, whenever she does resume her trips. An enterprise of such magnitude ought not to be foiled with, especially here where people are apt to be so cautious about steamers. We only hope that the rumors may be set at rest by the return of the *Ajaz* in May, as Captain Godfrey confidently predicted would be the case.

The bark *Bering*, of the Hawaiian Packet Line, sailed on the 2d for the same port, taking cargo valued at \$30,100, and consisting of sugar, molasses, whale oil, &c.

On Thursday the *R. W. Wood*, of Hartnell & Cott's Bremen Line, sailed with a large and valuable cargo of domestic produce, consisting of oil, wood, hides, skins, &c. She leaves this port three weeks earlier than she did last year, her departure then having been on the 25th of April.

Our foreign merchant arrivals the past week have been the brig *Harriet Newell* from McLean's Island, the schooner *Premier* from Victoria, with cargo to Janion, Green & Co., and the brig *Jessie*, from San Francisco, on board.

COMMERCIAL ITEMS. — The Daily Mountainer gives tables showing that the gold yield of Oregon is \$6,450,000. The miners of Southern Idaho are not included.

The *Capital*, — The California Steamship Navigation Company, of San Francisco, Capital, commenced running to Sacramento on the first of March.

BURNED AT SEA. — The British bark *Balthazar* was burned at sea on the 24th of December last in latitude 56° south, longitude 27° E. The crew were rescued by the crew of the steamer *Monarch* and landed at Callao.

A Victoria paper says: "The contract for putting on a direct line of steamers to San Francisco has been obtained by the Hudson Bay Company for one year. The Labouchere is to be the boat and will make these trips in two months, or four possibly."

The product of the gold and silver mines of Montana for the past year amounted to more than \$6,000,000. Four years ago the Territory was a wilderness, uninhabited except by savages.

A SPLENDID SHOT.—The bay on Friday, Feb. 16, must have presented a magnificent view on the arrival of the steamer mentioned in our San Francisco paper. The day before coming in at time all the river boats were leaving world give life and excitement worth going there to witness.

OUR FAIRIES IN THE LUMBER BEASTS.—The visit of the *Big Noddy* to the bark *Monarch* of the Port Louisa Mill. The object of the charterers of the steamer was to attach the mill property on Puget Sound to the bark *Monarch* for its lumbering, the resident partner, having assigned equivalent for his share the Washington Territory creditors. It is said the total liability of the bark *Monarch* is \$200,000.

A vessel which lately arrived from China from whom reports having picked up, about six weeks ago, midway between Africa and South America, an empty half-barrel, painted with the name of the bark *Monarch*, and the date of 1865, which being which sailed from America for Europe eighteen months ago with two men and a dog, and has never since been heard from.

Ship's Mail.

For SAN FRANCISCO—For Mariana, this day.
For KOREA and KOREA—For Manila, Monday.
For KWAHWAH—For Albur, Monday.

PORT OF HONOLULU. H. I.

ARRIVALS.

Mar. 31—Am wh ship *Jas. Murray*, Cunningham, from Cal. Coast, with 200 lbs. oil.

31—H. W. Hartnell, Newell, Cunningham, 32 days from San Francisco.

31—Am wh bark J. D. Thompson, Brown, from Cal. Coast, with 600 lbs. oil.

April 1—Am wh ship John Howland, Whidam, from Cal. Coast, with 200 lbs. oil.

1—Sehr Mary Ellen, West, from Walla.

2—Sehr Helen, from Molokai and Malolo.

2—Sehr Kate Lee, Fountain, from Makae's Landing.

2—Am wh bark Pacific, French, from Bay of Islands, with 900 lbs. sperm, &c.

2—Am wh bark Ocean, Barber, 130 days from San Francisco, with 25 lbs. spermaceti.

2—Am wh ship Gifford, Fisher, from Cal. Coast, with 200 lbs. oil.

4—Sehr Nettie Merrill, Kinney, from Kauai and Waimea.

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5—Sehr Anna, McGregor, from Kauai and Lehua.

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